

February 15, 1927.
[S. 4553.]
[Public, No. 623.]

CHAP. 153.—An Act Granting the consent of Congress to the Chesapeake Bay Bridge Company to construct a bridge across the Chesapeake Bay from a point in Baltimore County to a point in Kent County in the State of Maryland.

Chesapeake Bay.
Chesapeake Bay
Bridge Company may
bridge, between Balti-
more and Kent Coun-
ties, Md.

Construction.
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Proviso.
Closing authorized
when required by mili-
tary necessity.

Acquisition of, au-
thorized after comple-
tion, by Maryland,
etc.

Condemnation pro-
ceedings.

Compensation if ac-
quired by condemna-
tion.

Limitation.

Tolls under State,
etc., operation.

Rates applied to op-
eration, sinking fund,
etc.

Maintenance of free
bridge, etc., after amor-
tizing costs.

Record of expendi-
tures and receipts.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of Congress is hereby granted to the said Chesapeake Bay Bridge Company, a corporation organized and existing under the laws of the State of Maryland, its successors and assigns, to construct, maintain, and operate a bridge and approaches thereto across the Chesapeake Bay, at a point suitable to the interests of navigation, from a point in Baltimore County, Maryland, near the mouth of Back River to a point in Kent County, Maryland, between Rock Hall and Tolchester Beach, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906, and subject to the conditions and limitations contained in this Act: *Provided*, That in the interests of national defense, and for the protection of life and property, the Secretary of War is hereby authorized and empowered, when, in his judgment, military necessity shall require it, to close said bridge to traffic at such time and during such periods as he may determine.

SEC. 2. After the completion of such bridge, as determined by the Secretary of War, either the State of Maryland, any political subdivision thereof within or adjoining which any part of such bridge is located, or any two or more of them jointly, may at any time acquire and take over all right, title, and interest in such bridge and its approaches, and any interests in real property necessary therefor, by purchase or condemnation in accordance with the laws of such State governing the acquisition of private property for public purposes by condemnation. If at any time after the expiration of thirty years after the completion of such bridge the same is acquired by condemnation, the amount of damages or compensation to be allowed shall not include good will, going value, or prospective revenues or profits, but shall be limited to the sum of (1) the actual cost of constructing such bridge and its approaches, less a reasonable deduction for actual depreciation in value, (2) the actual cost of acquiring such interests in real property, (3) actual financing and promotion cost, not to exceed 10 per centum of the sum of the cost of constructing the bridge and its approaches and acquiring such interest in real property, and (4) actual expenditures for necessary improvements.

SEC. 3. If such bridge shall at any time be taken over or acquired by any municipality or other political subdivision or subdivisions of the State of Maryland under the provisions of section 3 of this Act, and if tolls are charged for the use thereof, the rates of toll shall be so adjusted as to provide a fund sufficient to pay for the cost of maintaining, repairing, and operating the bridge and its approaches, and to provide a sinking fund sufficient to amortize the amount paid for such bridge and its approaches as soon as possible under reasonable charges, but within a period of not to exceed thirty years from the date of acquiring the same. After a sinking fund sufficient to amortize the cost of acquiring the bridge and its approaches shall have been provided, such bridge shall thereafter be maintained and operated free of tolls, or the rates of tolls shall thereafter be so adjusted as to provide a fund of not to exceed the amount necessary for the proper care, repair, maintenance, and operation of the bridge and its approaches. An accurate record of the amount paid for the bridge and its approaches, the expenditures for operating, repairing, and maintaining the same, and of daily tolls

collected shall be kept and shall be available for the information of all persons interested.

SEC. 4. The said Chesapeake Bay Bridge Company, its successors, and assigns shall within ninety days after the completion of such bridge file with the Secretary of War a sworn itemized statement showing the actual original cost of constructing such bridge and its approaches, the actual cost of acquiring any interest in real property necessary therefor, and the actual financing and promotion cost. The Secretary of War may at any time within three years after the completion of such bridge investigate the actual cost of constructing the same, and for such purpose the said Chesapeake Bay Bridge Company, its successors, and assigns shall make available all of its records in connection with the financing and the construction thereof. The findings of the Secretary of War, as to the actual original cost of the bridge, shall be conclusive, subject only to review in a court of equity for fraud or gross mistake.

Sworn statement of construction costs, etc., to be filed after completion.

Investigation by Secretary of War.

Findings of Secretary conclusive.

Right to sell, etc., conferred.

SEC. 5. The right to sell, assign, transfer, and mortgage all the rights, powers, and privileges conferred by this Act is hereby granted to the said Chesapeake Bay Bridge Company, its successors, and assigns, and any corporation to which or any person to whom such rights, powers, and privileges may be sold, assigned, or transferred, or who shall acquire the same by mortgage foreclosure, or otherwise, is hereby authorized and empowered to exercise the same as fully as though conferred herein directly upon such corporation or person.

Amendment.

SEC. 6. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, February 15, 1927.

CHAP. 154.—An Act To authorize the Secretary of the Navy to proceed with the construction of certain public works at Quantico, Virginia.

February 15, 1927.
[H. R. 14242.]
[Public, No. 624.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy be, and he is hereby, authorized to proceed with the construction of certain public works at Quantico, Virginia—toward the replacement of the temporary buildings erected during the World War—one regimental group of barracks, \$850,000; three storehouses, \$225,000; commissary, bakery, cold storage, and ice plant, \$150,000; disciplinary barracks, \$30,000; motor transport storehouse and repair shop, \$100,000; power house and equipment in part, \$380,000; apartment houses for officers, not to exceed \$370,000; improvement of grounds and distributing systems in part, \$100,000; total, \$2,205,000, to be accounted for as one fund, and said sums are hereby authorized to be appropriated.

Marine Corps.
Quantico, Va., barracks, etc.
Amount authorized for construction of.

Approved, February 15, 1927.

CHAP. 155.—An Act To regulate the importation of milk and cream into the United States for the purpose of promoting the dairy industry of the United States and protecting the public health.

February 15, 1927.
[H. R. 11768.]
[Public, No. 625.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That on and after the date on which this Act takes effect the importation into the United States of milk and cream is prohibited unless the person by whom such milk or cream is shipped or transported into the United States holds a valid permit from the Secretary of Agriculture.

Milk and cream.
Importing, prohibited unless by holder of permit.

SEC. 2. Milk or cream shall be considered unfit for importation (1) when all cows producing such milk or cream are not healthy

Unfit conditions.
Producing cows unhealthy, and not examined within one year.